

The Spanner

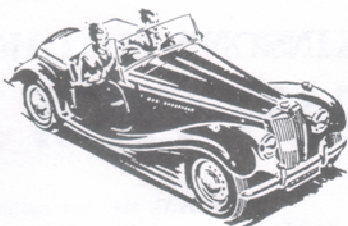


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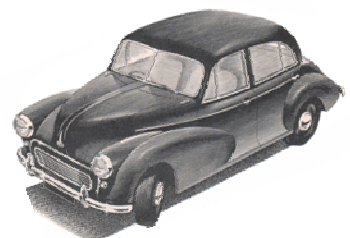
Dedicated to British Motoring in BC



1965



October 2010



THE OLD ENGLISH CAR CLUB
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From the Editor

The AGM and all British show at Filberg Park was a very enjoyable and successful weekend event put on by our Comox Branch. I didn't go on the Saturday rally but I heard many good things about it. We had beautiful weather and the event locations were well chosen. Filberg Park is a beautiful venue for a car show and is, as it should be for a ABFM on the grass.

Many thanks to all the people who helped to put this on. If you have never been to this event I would suggest you give it a try. You will meet a great bunch of people who will make you feel welcome.

About The Spanner - At the AGM I had to say a few things about our club bulletin, or magazine and how it is going. Well, it is going very well and I would like to thank all those who make contributions. It shows the strength of our interest and is the voice of our club. As well as helping to keep everyone informed about branch activities and our fine ABFMs there is more. I like to show case members' projects of restoration and building vehicles. The saving and restoration of these old cars and trucks is very important. We have a great history with British motoring which goes back to the eighteen hundreds and all of it is very interesting. I would like to see more of it saved, and respected. I hope you can grab a part of it while it is here and enjoy it.

The Vancouver ABFM Twenty Fifth Edition

It is a little bit hard to comprehend that twenty five years have passed since the very first Vancouver ABFM took place. On that day in 1986, the Expo year, we had one hundred seventy two entries and the weather was quite nice. It is now considered one of the best ABFM's in North America and receives about six hundred entries on the Victoria Day weekend date in VanDusen Botanical Gardens.

So, how did this all start? In the late seventies the Vancouver area Jaguar/MG Club held a concours in the gardens. This was possible because Jaguar Club member John Morse used to drive down 37th by the gardens and noticed an MGTF was frequently in the parking lot. Being that the club was look-

ing for a new venue for the concours and John knew about the gardens he thought he should drop in and make an inquiry. It turned out that the MGTF was owned by the gardens curator Roy Forster. Mr. Forster liked the idea of a car show of classic Jaguars and MG's in the gardens and that led to the first British cars shown at that venue.

I was at that event and at the time was a member of the MG club. In the mid eighties when I figured it was high time Vancouver had an ABFM there was only one place I had in mind to do it. Mr. Forster was still the gardens curator and he said they were looking for marquee events to bring people in and help promote the gardens. He had to per-

suaude the Parks Board directors to allow this type of show. Some of them didn't like the idea of cars in the gardens. However, Mr. Forster made a good case for the event and 1986 was the initial year of the Vancouver All British Field Meet.

Movie time - The next time you are sitting by the computer try this. Google these three titles; Dusty Miles; I Am A Car; The British Motor Car - William Morris. The first two are promotional films from BMC in the early fifties and the third is the automotive history of William Morris who later became Lord Nuffield. These films are for sale but you can watch them for free. Have fun!



Three keen characters seen having lunch at the Vancouver ABFM. To the right is the most congenial host Steve Harris serving appetizing food on the best of vintage kit. He is considered by many to be the head guru in the territory on pre war British cars. Lives by the motto "the finest cars are created from strong and clever character." As opposed to corporate committee consensus. To the left is Basil Fox, retired Rolls Royce chauffeur and lead authority on British coach built bodies. He lives for the days when craftsmanship was held in high regard. The most beautiful bodies are from an old era. The new "bling bling" does not impress this fellow. In the centre, your editor and local grease under the fingernails enthusiast Steve Diggins. Also known for leading expeditionary forces in the colony to establish new forts of motoring nirvana for local gear heads. His motto "the older it is the more I like it", unless there is some serious driving to be done which requires the good wide rubber from the sixties.

Vancouver ABFM May 22, 2010



A view of the upper field area and the variety of cars to be seen.



A row of classic family four seaters showing their honest hard working power plants



A Morris 8 and Ford Anglia displaying beauty and power they would have never dreamed of when born at the factory.



A beautiful interpretation of a Triumph Mayflower and Spitfire powered as a bonus.



A mid thirties Aston Martin which took its owner and son to Alaska and back last year.

South Island Branch—Provided by John Beresford

Father's Day at Beacon Hill Park

The annual get-together at Beacon Hill Park once again saw a great variety of old English cars on display, some of which seem only to be seen at this event. Owners were kept busy talking with fellow exhibitors and visitors of all ages. How often heard were the words "My Dad/Uncle/Neighbour had one of these"!

Though the weather was cool to start, it did warm up slightly later in the afternoon. The overcast skies did not seem to deter either participants or the public from coming to the show.

Visitors were generously invited to sit in cars as diverse as the Tibbo's Vanguard and the Hildreth's DeLorean.

Unusual vehicles on display included not one but a pair of Austin A40 pickups, pictured nearby.



Brits on the Beach 2010

Brits on the Beach attracted a record number of vehicles this year and it's little wonder. The setting is ideal, the weather was perfect and the relaxed and informal nature of the day all added up to its success.

Some South Island Branch members left from our usual Western Communities starting point at the Juan de Fuca Library parking lot, led by the Bishops in their Bedford. Others took the Mill Bay ferry. Around a dozen SIB vehicles were to be seen on the field.

A number of cars not seen in our area were on display; the Malahat Drive perhaps being too great an obstacle for '30's era BSAs and side-valve Morris Minors. Among the more elegant cars were examples of special bodied Rolls Royces and Bentleys.

A Jaguar XK120 with European rallying experience caught the eye of many, as did Norman Scott's Triumph Roadster, which made the trip from Sooke.



South Island Branch—Provided by John Beresford

Can it really be five years ago that Robert Atkins proposed the idea of a restoration fair and swap meet for old English cars? Since that first occasion, the event has both grown in popularity and become more of a car show and social get-together, marking the start of the season.

This year the Fair was blessed with good weather and the turnout, though slightly down from last year, numbered over 600 participants and visitors. There were nearly a dozen trade stands and many English car owners took the opportunity to bring along a few bits and pieces for the boot sale.

A variety of vehicles were offered for sale, ranging from a tear-drop trailer, Land Rover to sports and saloon cars.

Perhaps most encouraging from the club's point of view were the large number of new helpers to be seen throughout the day. Work had of course begun many weeks beforehand and we also thank all those members who helped in the planning stages and contacted potential exhibitors from the trade.

A new feature this year, but one hopefully not to be repeated, was a demonstration of a Range Rover's capability in pulling stuck vehicles out of a muddy field. Some visitors ventured too far into the soft areas of the parking field and dug themselves even deeper holes with spinning tires. Thanks go to member Steve Norton, his Range Rover and tow rope, and the various OECC field marshals who help push and pull. One car (previous models of which were renowned for their off-road capabilities), had to be extracted by Heritage Acres' tractor.

But all in all it was another very successful event, and thanks go to all who helped to make it so.



Central Island Branch—Provided by Norm Hall, Adele Hedges, and Cees den Holder

Brits on the Beach was started 10 years ago in 2001 by Nigel Mugeridge and Tony Mantell. Even as they started they had a good turnout of about 62 cars (despite being the coldest dampest 15th of July on record) to quote the original writer. Al Thompson and Doug Bainbridge also lent a hand with that first effort. The Chairman at the time was Fred van Ingen. And so the saga started, repeating itself each year and growing stronger.

Brits on the Beach was a resounding success again this year. There was about 210 vehicles and about 20 motorcycles. A fantastic day of sun but not as hot as last year, which was a blessing as last year was a terror for heat.

Wayne Peddie has been doing a superb job for the past few years. This year he recruited Steve Wareing and Adrian Rice to give a little help. Just a great job of organizing by all three.

As usual we had our burger and dogs BBQ with salads and dessert supplied by the ladies of our Branch. This was organized by Laura Taylor. A smashing success, a great job ladies, and a bouquet of flowers to Laura for all her work.

I would also like to thank all the volunteers who took part, selling 50/50 tickets, parking cars, running the sound system, doing the myriad of things that are necessary for a successful event.

I am sure that we are all looking forward to the 2011 edition, I know I am.



Central Island Branch—cont'd



STEAM RALLY AT THE DUNCAN FOREST DISCOVERY CENTRE

Photos by Glen Diggins and Julie Hamar

This past June saw a very interesting gathering of steam enthusiasts at the Duncan Forest Discovery Centre. There were all types of steam powered vehicles on display including cars, trucks, rollers traction engines (tractors) a fire engine and more. Not only that but they were all fired up and moving around. When we entered the grounds the first thing we saw was a 1901 Locomobile steam car, virtually a steam powered horseless carriage, drive by us with a quiet puff puff sound. You might think these old steam machines would be quite noisy but they aren't unless they blow a whistle. There were about thirty of these very old vehicles on display and there were some significant British machines to see. Prior to WW1 most of the road building equipment in BC was British made and lucky for us some of it still exists. There was all of this to see plus you could climb on board a train pulled by a real 100 year old steam locomotive and go for a ride. If this is an annual event you should watch for it next year. It was one of the best events of the year for me.- SD



A beautifully restored 1910 Hornsby and Proctor steam roller owned by the city of Oak bay.



A 1912 Mann Patent Steam Wagon bought new by the city of Vancouver and used until 1928. It was rescued from the McBride area in many scattered pieces and restored.



A second ex Vancouver 1912 Mann which is just being finished restoration by the forestry museum. There are only a handful of Mann Patent Steam Wagons left in the world and it is quite incredible that out of the seven brought to BC two survived. This one was converted to a small sawmill in Squamish.

Vancouver Coast Branch—provided by Les Foster

May 4th: It would be hard to find a more impassioned car guy than Barney Vinegar. Barney, 85 years young, is the steward of one of the best private car collections around. Studebakers are his true love and all types of them make up the majority of the vehicles on display in his warehouse in Richmond. All of Barney's cars are restored to a very high standard. What really makes it such a joy and honour for our members to be invited to see them, though, is Barney's boyish enthusiasm and his genuine desire to share his knowledge and passion for the vehicles and their history. This was our Branch's second tour after an eight year break but Barney hasn't let any moss grow and has added new restorations and even a new enterprise- fabricating custom stainless steel wire looms for hotrod engines.

Our club business meeting focused on dispensing awards for Steve Diggin's Fort Langley Run, held in April and plans for the upcoming Brits Round B.C. run and the Vandusen ABFM.

June 1st: The Canadian Museum of Flight at Langley Airport was to be our venue for the June meeting. This was our second attempt in the past year to visit the Museum and unfortunately it was déjà vu all over again as our hosts failed to materialize and let us in. Steve Hutchens held an impromptu meeting from the deck outside the building, addressing the restless masses in the parking lot below. After that there was little choice but to adjourn to a local pub to drown our sorrows.

June 13th: Some members of the Branch showed their cars to the residents of the Louis Brier Hospital on 41st Avenue near Oak Street in Vancouver. The show was much appreciated by the people living there. Participants enjoyed light snacks and earned an honorarium for our Branch.

June 24th-July 4th: Brits Round B.C. was an eleven day grand tour which challenged both the machinery and the participants but rewarded the latter with memories of the beauty of our province and the camaraderie of friends. The run brought together all six OECC Branches. It began in Victoria, continuing up-Island to Nanaimo and Courtney then back to Tsawwassen and on to Harrison, then finding its way north through Kamloops, Williams Lake and Prince George before starting home via Valemont, Merritt, Princeton and Mission to finish up in Van-



Send off of the Brits Round BC Tour in Comox with many Vancouver Coast Branch Members entered and ready to go.



Inside the fascinating BC Rapid Transit Company's Burnaby headquarters and service depot.

cover.

July 6th: This had to be one of our most interesting evenings ever! We were treated to a tour of the B.C. Rapid Transit Company's Burnaby Skytrain base. Home to the 258 remote-controlled vehicles that move 500 of our citizens every 90 seconds, and to the 600 employees who keep them rolling, the base was a fascinating place to visit. The all-electric, linear-induction cars operate cleanly and the base shops were amazingly free of the grease and oil usually associated with things that move and go. Our genial host, Terry Little, bombarded us with Bombardier facts- the Mk. I cars were designed for 25 years but have been re-certified for at least 20 more; the MK. II's get a wheel grind every 100,000 kilometers; 93% of the fleet runs at any given time; etc; etc. The control room was a marvelous combination of video game, war room, and toy train set! The controllers give the train its electronic orders and off it goes on its own, requiring only monitoring until some glitch requires the intervention of its human handlers. The biggest problem is those pesky passengers holding back the doors for late-comers! We toured the whole base and came away with a new respect for the efficiency and technical wonder of something that we have come to take for granted in our community but which has had a profound effect on where and how we live.

July 11th: This beautiful Sunday saw our members attending the annual Picnic at Discovery, the Canadian Navy installation on Deadmans Island off Stanley Park in Coal Harbour. Surely one of the most gorgeous pieces of real estate around, Discovery offered us our own private park with spectacular views of Vancouver's harbour and skyline as well as the mountains and the park. This year we shared the event with members of the Canadian XK Jaguar Registry and the Canadian Classic MG Club. Of course, some of our members are trans-clubbed! At least twenty vehicles showed up with only about four being Brand-X daily drivers. The balance of British vehicles represented a nice mix of saloons, sports cars and even commercials. Around 50 people attended and enjoyed picnicking and barbecuing, Bocce, and the antics of a not-so-nocturnal family of raccoons. It was a very pleasant and successful event!

August 3rd: The Historic Stewart Farm on Crescent Road in South Surrey was venue for annual picnic meeting. A couple of dozen members attended on the lovely farm grounds before taking a run around the peninsula before heading home.

August 12th-August 16th: Ken Mile's Circle Tour to the OECC AGM saw a number of members board the Langdale Ferry at Horseshoe Bay for a drive up the Sunshine Coast to Powell River. After a night there, they took another ferry to join the Comox Branch members for lunch. The next day, Saturday the 14th, was the Club's Annual General Meeting and the Mini-Monte ("Eye-Spy" theme) at Courtney. Sunday took the group to the Filberg show. From there they broke up to find their individual ways home.



Vancouver Coast Branch Drive to the AGM—by Ken Miles

Thursday Aug 11, the cars of Bob and Liz Smith, Steve and Celia Hutchens, Pat and Elaine Jones, Ken and Pat Miles, Steve and Sheila Morris, Dave Ballentyne and Gerry caught the 9:40 ferry to Langdale leaving the cars of Al and Mary Lou Miles, John Chapman and Rick McDonald and Denise behind to catch the next ferry. The eleven of us drove into Gibson's to have lunch at Molly's Reach where we were joined by fellow members Gordon Jackson and Tom Morris. After lunch we had a pleasant drive up the coast to catch the next ferry on our way to Powell River. While waiting for this ferry, the three cars left behind joined us. The sixteen of us arrived at the hotel in Courtenay to meet up with an eleventh car driven by Rob McDonald and Judith who had come over the day earlier.

On Friday, we were guided up to Campbell River along various country roads to have lunch with the local British Car Club by members of the Comox Branch followed by a tour of the local Maritime Museum. The eighteen of us had a rip roaring parking lot party which lasted until late in the evening. Great time of fellowship was had by all.

On Saturday, we had a mini Monte, followed by an AGM and pig barbeque. It was a great day. Steve Diggins and John and Lorna Hoare joined us in the afternoon. In total 21 of our members attended the AGM.

On Sunday all of us attended the Filberg car show and was it a great venue; lots of shade, good food, good entertainment and a lot of nice cars.

I think a great time was had by all and will provide a challenge for our branch to try to beat it next year.



Steve and Sheilla Morris, Ken and Pat Miles, Celia Hutchens and Dave Ballentyne on the patio of Molly's Reach



In the hotel parking lot



waiting for the drive to Campbell River to start



Waiting for the ferry

Brits Round BC 2010 Report by Wagon Master Rob Brodie



The Route:

From Victoria to Saanich, up-island to Courtenay back down to Nanaimo, crossed to Tsawwassen on the ferry, circled route passing Kamloops, Williams Lake, Prince George, Valemount, Merritt, Hope then back to the ferry and home to Victoria. 11 days and 1946 Miles.

The Branches:

Victoria at the Roost café, Nanaimo at Beban Park, Comox at Frank De Carlo's place, Kamloops at the Golf Course, Prince George at Sail Chinese Restaurant and Vancouver at Harrison and Misson.

The Weather:

Beautiful weather for driving one day had a couple of showers, some days were cold, especially for the open cars.

The Picnics:

Beban Park:

The picnic is one of the jewels of the trip, this is where you meet and talk to other members. Running late from Victoria we arrived at Beban Park to the Central Island group line up and have their picnic lunch under the shade of some trees in the park.

Up the Canyon to Lytton

We stopped in at the Museum area in Lytton, and the Museum opened up the railway caboose for us, had our picnic next to the caboose.

Salmon Arm

The circle route to Salmon Arm from Kamloops took us to a park in Salmon Arm where we had our lunch under some trees again.

70 mile House

At 70 Mile House we turned off to Green Lake for our lunch, it was a little cool at the lake and when we had just finished lunch it started to rain.

Williams Lake

One group went to the Loran C Tower outside of Williams Lake. It was a beautiful day but up at the tower it was windy so we had our lunch inside.

McBride

At the end of the road there is a park and a cafe another beautiful day for a picnic.

Barriere

Barriere had an Information Centre just at the Highway, so we stopped there for lunch, gassed up then made our way to Merritt Manning Park



Looking for the Rootes of the problem in Kamloops



Picnic Lunch at Green Lake



Car Show at the Tourist Bureau in Williams Lake



Parking area at the turn off to the Loran C site near Williams Lake

After leaving Merritt we went down highway 5A to Princeton where we stopped to see a car show and the Blues Brothers, pick up some food for the picnic. Left Princeton and headed west to Manning Park where we had our food with the gofers or were they ground squirrels.

The Evening Meals :

First night was with the Comox Branch, outside at Frank de Carlo's BBQ.

Second night in Harrison was at a pub where some members of the Nanaimo Branch had arrived there early, had sampled all the eating establishments in town and recommend the pub across the road. These members were also the self nominated "Welcoming Committee" at the Hotel, securing parking at the front door and chasing away all others.

Kamloops was at Storms Pub next to the Motel and the Golf Club up on the hill the following night.

Williams Lake was at the pub next to the motel after the show n shine at the Information Centre

Prince George was at a Chinese Restaurant complete with a film documentary of the Jowett car put on by Robin Fairservice.

Valemount was at the Pub across the road both nights.

Merritt we all decided to go to the Boston Pizza.

Hope was to be Pizza and Cake but it was cold that day and a threat of rain, made us head to a restaurant near the motel for supper.

To finish we went to Misson for Brunch on the last day and completed the trip.

The Troubles

A fuel hose at Kamloops which was sorted in short order.

A battery at Logan Lake, which was fortunate because he had stopped a gas station for gas, the car would not start and just as luck would have it, he bought the last battery that would fit his car from the garage.

A generator problem at Williams Lake started with a push in the parking lot of the motel, a boost from the Loran C tower people and finished with a repair to the generator in Williams Lake and all this from the same car.

For a change of car we tackled a water hose to a Jaguar in Prince George.

The mini has great fuel economy but trying to get every last drop out of a tank to increase your mileage came to an end, 5 miles from Prince George, yes another red plastic petrol tank was purchased to add to the collection of red plastic tanks at home.

The strangest problem was the voice in a car that seemed to talk when the car was moving but was quiet when stopped. It wasn't until they reached the ferry that they discovered that they had bought a "Talking Cup" from Lanceville, and every time they hit a bump this voice said "Oh I feel queer", putting the cup in the boot solved that problem.

Summer in BC sometimes get cold and its not a good idea to disconnect your heating as a Nanaimo member did. Temperatures got down to near

Loran C Site near Williams Lake

Parking lot at the restaurant in Prince George





The Motel Parking Lot in Valemont before the Parade and the Valemont Canada Day Parade

zero, especially in Valemount where people lost their vegetable crop the night before.

When I visited Vancouver I picked out a route that I thought would be the best and easiest way through the Lower Mainland but being the last day of school and the beginning of Summer made this the nightmare of all trips. A bit more traffic than on the island.

This trip had us going to, passing or leaving from Kamloops. After passing Kamloops and had stayed the night in Merritt the Wagonmaster was to lead the way to Princeton via 5A. After getting all the cars assembled the convoy took off and headed up the highway to Kamloops, with the sound of car horns and bewilderment from most of the cars they all followed me up the highway until we found a U-turn. The view coming back was spectacular as you came back down the hill to Merritt and 5A to Princeton a beautiful winding driving road.

The Parade:

Spent Canada Day in Valemount where we had a motor parade from the hotel down the main street to the museum, circled the Chinese Restaurant then parked our cars next to the railway. This was co-ordinated by the local tourism person who informed the railway that a parade would be crossing their railway tracks to join them in their Canada Day festivities so asked for clearance to cross the tracks at that time. As part of the celebrations one of the locals was asked to pick a car for the OECC Canada Cup Award, the three year old thought about it for a second and picked the yellow car. Valemount had a nice entrance to the town from the highway and when you looked at it from the town side, the sign with the mountains in the background made a nice back drop to a group picture, so we had our picture taken there.

The Van:

Everywhere we went Steve Hutchens was selling stuff out of the back of his van. Every night after we would stop someone was there buying items. He was thinking about bringing the Morgan but the Morgan could never have packed that amount of regalia.

The Townspeople:

Small town people are always open to us coming and show their appreciation in various ways. At Lytton they opened up the Caboose for us, at Valemount we joined in on their parade, at Hope the restaurant stayed open for us, at Courtenay the Comox branch put on a BBQ, at Prince George we had a film after our meal in the restaurant. At Williams Lake they helped get a generator fixed for one of the cars by making phone calls and charging the battery. Some of the Motels we had used before because they were so congenial to us in the past.

The End (but looking forward to the next trip).



Mike Stout's Personal Sports Car *part two*



In the past issue of The Spanner we told you about Vancouver/Coast Branch member Mike Stout and his Bugatti replica. That car was a representation of a late twenties Type 37 model which was, as Bugattis go, an entry level model. Mike enjoyed building that one so much that he decided to build a second one. This one is inspired by a late thirties Type 59 which was a straight eight super charged model. However, Mike stuck with the TR4 layout. In the picture of the two cars on the cover the early one is pale blue and the newer one is red.

The red one is a little lower and wider than the blue one which is just as it should be. Mike has a good eye for what is right in shape and proportions This one has a Healey rear end in it so it has those nice finned brake drums on all four corners. Instead of nineteen inch wheels it has a set of sixteen inch centre lace wires which are competition items for an MGTC.

I asked Mike where he got the fenders from as they are nicely domed across the top. I thought he had found some properly shaped motorcycle fenders, but he said he made them himself. They are made of twelve guage aluminum cut to the right length and width. The shaping was done by making a male/female carved wood mold about ten inches square and pressing them bit by bit using a small hydraulic jack in a press frame. When done he had



to smooth them out and then bend over the edges to give a finished look. You have to give Mike top marks for ingenuity on this one.

Both cars are fully road equipped and that is the way you could buy them new. The idea was that you could use them as a sports car or race them, although the Type 59 was pretty much a full out racer. They could be raced as a sports car with the full road equipment or you could take the fenders and lights off to race in a class of purposely built race cars.

From about 1910 to the mid thirties two seater boat tailed bodies were the thing to have on your sports car. On race cars they lasted right up to the early sixties on the front engined cars. On the early cars they really looked like part of a boat was used and tacked on the back. Some even had natural wood decking on the top. On both of Mike's cars he has used a hood from a '49 International truck which gives a beautiful and correct shape to the body. What a nicely shaped piece of metal it is. Can you think of a better use for a '49 International truck hood?



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